



AERIAL PLAN SHEETS

Summary: The following is a listing of all revisions to the horizontal alignment made as a result of public comment and/or design development to meet current BDE standard. Many of the revisions do not change the right of way (ROW) as indicated in the DEIS, however they are included herein for completeness. Vertical alignment adjustments that have no impact on the acquisition of ROW have not been included.

Section AB

Section AB starts northwest of Galena near the existing U.S. Route 20 and Illinois Route 84 intersection and ends near Tapley Woods south of the Galena Territory. The total length of the section is approximately 16.7 kilometers (10.4 miles); it includes three of the eight interchanges along the proposed improvement.

Design Revisions After Publication of DEIS

- Station 735+00 to Station 772+00 (**Sheet 6**); Horizontal Alignment Revision – The mainline alignment was revised to shift the superelevation transition limits beyond the south end of the bridge over Stagecoach Trail and creek tributary. Further, the southern bridge limit was extended about 91.4 meters (300 feet) to better accommodate the existing terrain. The alignment revision does not affect proposed ROW limits.
- Station 514+20 to Station 532+00 (**Sheet 8** : Existing US 20/IL 84 at Horseshoe Mound Interchange); Profile Revision – The profile was revised to combine two closely spaced vertical curves into one curve. The profile revision does not affect proposed ROW limits. The horizontal alignment was also changed to eliminate a curve.

Section BF

Section BF extends from Section AB, southwest of the Galena Territory, passes to the north of Tapley Woods, north of Elizabeth and Woodbine, and ends just east of Scout Camp Road. The total length of the section is about 23.3 kilometers (14.5 miles), of which 19.9 kilometers (12.4 miles) is the mainline; it includes two of the eight interchanges along the proposed improvement. This section also includes a 3.4 kilometer (2.1-mile) extension of Illinois Route 84 from existing U.S. Route 20 to Elizabeth Scale Mound Road at relocated Georgetown Road, just south of the proposed Scales Mound Road interchange.

Design Revisions After Publication of DEIS

- Station 125+00 to Station 165+00 (**Sheet 30** : IL 84 at IL 84 Extension Interchange); Profile Revision – The profile was revised to shift the vertical curve at Station 148+00 to the east, off of the Furnace Creek bridge. The profile revision requires the proposed ROW to be expanded between Station 156+00 and Station 165+00.
- Station 1384+00 to Station 1521+00 (**Sheets 32-33**); Horizontal Alignment and Profile Revisions – The mainline alignment was revised to shift the superelevation transition limits beyond the east end of the Apple River bridge. Further, the mainline alignment was revised slightly between Becker Road (Station 1477+00) and the west ramps at the Woodbine Road Spur Interchange (Station 1521+00) to allow for a new bridge between Station 1512+00 and Station 1521+00. The new bridge replaces the high fill section (100+ feet) identified in the Draft EIS. The mainline profile was revised to shift the vertical curve at Station 1424+00 to the west, off of the Apple River bridge. The adjustments to proposed ROW necessary to accommodate the horizontal and vertical alignment revisions include adding ROW to the north side of the mainline between Station 1435+00 and Station 1509+00, reducing ROW on the south side of the mainline between Station 1425+00 and 1446+00, and increasing ROW on the south side of the mainline between Station 1446+00 and Station 1463+00.

- Station 1657+00 to Station 1671+00 (**Sheet 37**); Horizontal Alignment Revision – The mainline alignment was revised to remove the spiral curve. The revision does not affect proposed ROW limits.

Section FG

Section FG follows a generally northeasterly direction from east of Scout Camp Road to west of Canyon Park Road just west of Rush Creek. There are no interchanges within this section; it has a length of approximately 5.0 kilometers (3.1 miles).

Design Revisions After Publication of DEIS

- Station 1753+00 to Station 1775+00 (**Sheet 77**); Horizontal Alignment Revision – The mainline alignment was revised to remove the spiral curve. The revision does not affect proposed ROW limits.

Section GH(S)

Section GH(S) starts just west of Rush Creek, passes to the north of Stockton, south of Simmons Mound and ends just west of Tiger Whip Road. There is only one interchange along this section at relocated Illinois Route 78. The length of proposed U.S. Route 20 mainline in this section is 9.1 kilometers (5.7 miles) in length. Relocated Illinois Route 78 is 3.2 kilometers (2.0 miles) in length with the total length for Section GH(S) is 12.4 kilometers (7.7 miles).

Design Revisions After Publication of DEIS

- Station 3900+00 to Station 3934+00 (**Sheet 88**); Horizontal Alignment Revision—The mainline alignment was revised to combine two closely spaced horizontal curves into one curve. The revision does not affect proposed ROW limits.
- Station 6+00 to Station 71+00 (**Sheets 88-89**) ; Profile Revision— The mainline profile was revised to shift the vertical curve at Station 31+00 to Station 47+50. The shift allows the mainline bridges over Stockton Road to meet vertical clearance requirements without having to revise the existing profile of Stockton Road. Therefore, the proposed improvements to Stockton Road identified in the Draft EIS, including proposed ROW requirements, are no longer necessary. The profile revision does not affect proposed ROW limits along the mainline.

Section HJ

Section HJ begins west of Tiger Whip Road, passes to the south of Lena, and under Galena Road and the Illinois Central Railroad. The section ends between Wagner Road and Unity Road. The one interchange is at Illinois Route 73 south of Lena. Section HJ has a distance of approximately 15.6 kilometers (9.7 miles).

Design Revisions After Publication of DEIS

- Station 4106+00 to Station 4606+00 (**Sheet 94**); Profile Revisions—The mainline profile was revised to shift the vertical curve at Station 4117+00 to the west, off of the Yellow Creek Tributary bridge; the vertical curve at Station 4147+50 was shifted east to better accommodate changes to adjacent vertical curves; the vertical curve at Station 4508+00 was shifted west to allow the flat grade of 0.25% to be increased to meet current design standards; the vertical curve at Station 4529+00 was shifted west, off of the Yellow Creek bridge; the mainline vertical curve above Stees Road at Station 4545+75 was eliminated to allow Stees Road to cross above the mainline; the vertical curve at Station 4565+00 was shifted east as a result of revising the mainline to pass beneath Stees Road. The revised mainline profile matches with the original profile at about Station 4606+00. Although several profile adjustments have been made in this

area, the only adjustments to the proposed ROW occur on the north side of the mainline between Station 4555+00 and Station 4568+00, where slightly more ROW is required; and along Stees Road, where additional ROW is required to accommodate the crossing of Stees Road over the mainline.

Section JK

Section JK passes Eleroy to the north and meets existing U.S. Route 20 just east of AYP Road, where the section ends. There is one interchange at Bolton Road. The length of Section JK is approximately 7.1 kilometers (4.4 miles).

Design Revisions After Publication of DEIS

- Station 35+00 to Station 75+00 (**Sheet 114** : Bolton Road at Bolton Road Interchange); Horizontal Alignment and Profile Revisions—The horizontal alignment and profile were revised to minimize the ROW required at the Bolton Road intersection with AYP Road and West Cook Road. Additional ROW is required along Bolton Road between Station 48+00 and Station 70+00. Further, ROW adjustments are necessary along AYP Road between Station 100+00 and Station 116+00; and along West Cook Road between Station 85+00 and Station 100+00.